

see personally and report his true condition. The low typhous moaning of a young soldier attracted my attention, and, kneeling by his cot, I watched the sufferer a moment. He opened his sunken eyes, and in a pained

one, said: "Let me kiss you—twice, once on each cheek." His eyes looked glazed, his emaciated face had a yellow hue, his lips were parched and full of blisters; and as I hesitated a moment to summon courage to grant so disagreeable a request to a young man, about his own age, told me that from the same place that he was a nice young man, that his own sister had gone as a missionary to Europe long before he enlisted, and he had no sleep for twenty-four hours. Let him pass you! His hours on earth are numbered, he said distinctly; he thinks I am his sister, and I comfort him in his last moments, dying away from home, in the glorious cause of liberty.

I held my chesk to his lips; he kissed "twice" and while I bathed his face, he sank into quiet slumber and died the next morning.

Teritorial Expansion of Portland.
TO THE EDITOR OF THE PRESS:
 I am inclined to believe, Mr. Editor, that our citizens have not given the attention importance deserves to the question of the annexation of a portion of Westbrook to Portland. This is not a movement in which the residents of Woodford's Corner are alone

Many of our most far-seeing business men have long felt that Portland needs an expansion of territory. The area of our city is exceedingly small in proportion to the amount of business done here. The figures of our last census were dwarfed by the fact that so large a number of those doing business here were found to reside in the neighboring towns. The little neck of land on which the city now stands will all ultimately be needed for business purposes, and our wealthy citizens will be driven into the surrounding

Already we are crowded for wharf accommodations and it has been suggested that Back Cove should be made available for coasting trade, lumber yards, coal yards, & leaving the front harbor free for our foreign trade and steamboat lines.

The shores of Back Cove also afford an most unrivalled opportunity for the territorial expansion of the city, in the laying out of broad, avenue, arterial, & utility streets.

Before these improvements can be made, however, the city must have control of the whole shore of the Cove, a result which will be accomplished by the success of the present movement for the annexation of that portion of Westbrook.

I trust that this question will excite the attention its importance deserves, and that the citizens of both Westbrook and Portland will

Gen. Dow and the Universalists.

somebody announce that in New England a
rumseller would be admitted into any Chris-
tian church, "not even a Congregational
church." We copy from this week's *Banner*
a letter of Gen. Dow's, addressed to his friend
Mr. C. A. Starkpole, who was authorized
to have it published if he saw fit. The letter of-
fers an explanation of the objectionable ex-
pression, "we do not, perhaps, fully com-
prehend the bearing of his explanation on the
matter at issue, but it is enough for us

know that he disclaims doing our sect any injustice, and that he stands exonerated in his own mind." The letter runs as follows:

GLOUCESTER, England, Dec. 3, 1846.

My Dear Mr. S.:—On my arrival here to-day from Wales, I found your kind and most welcome letter of the 14th, with two slips from the Gospel Banner; one containing strictures on one of my Edinburgh speeches, the other being your reply.

I am not a little mortified that in Maine where I have so often taken occasion to say in public, that in my view religion is a matter

I was to be received at a great Tea Meeting in Edinburgh in the afternoon before, and the church organist took me in his carriage for a ride around that ancient city. We rode up the famous Cammote, he of John Knox, very much as he left it. It is now the property of the church of Rev. Mr.—

the lead Pres-b-y-ter-i-an churches in this city. The upper stories are occupied as dwelling and the ground floor as a low and vile gro-shop, the rents going into the church treasury. A little further on he said,—"There is a gro-shop kept by a son of an eminent Scotch doctor of divinity of this city, the capital furnished by the father, of whose church the son is a prominent member."

Partner on the said:—"Look at that shop; it is one of the vilest in Edinburgh, and is kept by the leading elder of the Scotch Pres-b-y-ter-i-an church in the city." A little way again he was convicted before the Police Court, and fined for harboring thieves and prostitutes.

but his standing in the church has not been compromised in the slightest degree. Shortly after he presented to the church for the pulpit a splendid Bible and hymn book which is now used there." Many other similar places were pointed out to me, kept by church members in good standing, one of whom had risen from a poor, ragged woman, in exchange for a pint of gin, a pair of shoes stripped from the feet of one of her children.

At the Tea Meeting were present many of the most respectable people of Edinburgh, some of the clergy and laity of the Presbyterian Church. I related the circumstances there, just as I tell them elsewhere.

the whole things "infamous and disgraceful." And a address in New England church member would be expelled for selling intoxicating liquors, as much as if he kept a gambling shop. No man engaged in the liquor traffic could be received in New England into any Christian Church, not even a Universalist church."

It did not occur to me that my point could be mistaken. But afterward, being at a gentleman's house in Glasgow, my hostess said: "My excellent friend Mr. — one of the best temperance men, and a very industrious citizen, asked me the other day—having read your Edinburgh speech—what you meant

saying, "not even a Universalist church," and I told him I would ask you, and now I have done it. I explained to her what I meant, and she said I ought again to Edinburgh for a great public meeting, at which I took an opportunity to say: "I have the occasion in Edinburgh, in speaking of the public opinion of New England relative to the liquor traffic, remarked that no rumrunner could be admitted into any Christian church, not even a Universalist church. When I return to my country I am sure to be asked by some of my friends, many of whom are Universalists, and among the truest friends of temperance at every other good work, as well as the mo-

honored in the country, what I meant by the phrase—not even the Universalist church. My reply will be: You must remember I was in Scotland, where the people are extremely particular about creeds and doctrines, and not at all particular about keeping groshops and houses of ill fame. This, even in Edinburgh, brought down the house in thunder of applause, as it did in Glasgow and other Scotch towns where I repeated it.

I hope this explanation will fully exonerate me from any suspicion of sectarianism on this matter, as indeed I am not afflicted with it in any shape whatever. Ever truly yours,
NEAL DOW.

THE OCEAN YACHT RACE.--The London *Telegraph* of the 13th December had a valuable article on the great Yacht race. After commenting on the passion of Yankees to put Western bigness into everything, it says:

Among other things the Yankees have determined, it seems, to cap us at ocean yacht racing. It is only of late that this improvement on the old style of yacht matches has come into vogue among us, and yachtsmen have looked upon themselves as real sailors.

last, for cruising against each other to Ches-
bourg or to Plymouth from Cowes. No cor-
ridor. Transatlantic children get wild at
the idea. When a meal, they put it into their
jolly backs. Cruise to Cherbourg for a cup
of tea. Do not cruise across the Atlantic with
the high sea for a course, and a cash of 100
dollars for the prize, and John Bull's little in-
terior location for a winning post? Accord-
ingly the thing has been arranged, the tremen-
dous stakes of \$30,000 a vessel have been de-
posited, and the three competing schooners
sailed on Tuesday at 1 p. m. from New York
to race for the money across the great win-
try sea. The same unhappy dyspeptic old

who are always nibbling at American man-
ners, customs, politics, and people together.

GRAND SALE.
WINE & SPIRITS
CHEAPER!
 BY A LARGE SIZE
Blanket!
 —FOR—
Per Pair,
 —AT—
FROST'S,
FRING BLOCK,
 CONGRESS STREET.
Polish,
Wassman's Polish.
on Furniture Polish!
 tried for Polishing Malaguany,
 ivory, shells, Cellulose, of any
 kind. Polish has been used by Mc
 over twenty years, giving perfect sat
 isfaction to stand a temper

of heat, and is not otherwise
ready for use in five minutes at-
tention. Price Seventy-five and fifty
one can use it by following
bottle.

**Dr. J. C. Frost, Capt. U. S. A.,
Fort Stevens, Jr., Wash.
D. C.**

**Dr. F. B. & Co. W. F. Phillips
Dr. Samuel Rott, H. W. & A.**

agrees to, up stairs, opposite
S. C. RIGGS, Agent,
Portland, Maine.

RECEIVED!

NEW LOT

-OF-

DIES'
KINGS
Prices than Ever.
HER GOODS
— AT —
REEVES,
Free Street,
TRUSTED !
G. LORING,
HECARY,

URGENT DRUG STORE
STAND,
name with a choice selection
and Chemicals, Toilet
s, Fine Imported Per-
fumes, Shoulder Braces,
s, Knee Caps,
&c., in great variety.
invitation to all our friends to
call and see us,
and Federal Streets.
GIFTS
WAR'S OFF
assortment of
TRY KNOT HOSE!
EXOTIC YARNS!
WOMEN'S AND CHILDREN'S
AND MITTENS.
—ALSO—
Hosiery, Men and Boys'
Socks, Hosiery, Dress
Ties, Knitting

Angola and other
ery Yarns.
Ladies' and Children's
AL SKIRTS!
and late styles. Also
L BORDERING,
for sale at
BEDLOW'S,
439 Congress Street.

Coal!
Ranges, Furnaces,
—AND—
R STOVES,
Rates for Cash.
 Small lot of
SKSMITH'S COAL.
LUMP LEIGH.
 SLAB WOOD, saved in stove
 as part of the city.
JACKSON & CO.,
 Port Wharf, 202 Commercial,
 Foot of High street.

TESTS!
ET CUTLERY at
'S Gun Store.
E STREET 9 d2w

ANNUAL SALE
 — OF —
Goods!

— AT —
Reduced Prices!
—
IS & CO.,
to reduce their extensive stock of
LADIES'
and Fancy Goods!
Further notice, goods at from
less than former Prices!

is for	\$.75
Good Ribbed Hose,	.25
Hose,	.15
	1.90
	.85
hawls from	1.75 to 5.50
Collars for	.10
of all descriptions.	
liers at	.25
kerchiefs for 124	cents each.
extra, 17	" "
very fine, 25	" "
used	.05

med. 15
 ES Lined, 1.00
 ves, 1.25
 GERMAN ZEPHYR WOR-
 s, and a superior article.
 nder Garments, Corsets,
 nd and size, and
 of all Descriptions.
 his branch will convince all that
 very low.
Trimmings

SILVER RIBBONS, black and
 by the piece we make a discount.
 will prove to you beyond a doubt
 cheaper than elsewhere.
 —————
 place, old stand of HERMANN
 FENTAL, now
S & CO.,
 Block, Congress Street.
 f

all kinds of
LUMBER,
WHOLE AND RETAIL.
Dimension Lumber
order at short notice.
Shingles and Laths.
S. JACKSON & CO.,
West Wheat, 200 Commercial.

foot of High street.
ROBINSON,
and Attorney at Law,
WICK HOUSE,
Congress Street.
George and Cherryfield.
SEX, Capt Hopkins, will re-
sight for Milbridge and Cherry-

for Sale.
 Structures of a small Store, on very
 applied for soon. addit*
 adia St.

Mining Company.
 ag of the stockholders in the
 company will be held at the
 House, in the city of Portland,
 ay of January, 1867, at three
 n.
 W. DAVIS, S. secretarv.

7. Jan300td

RAILROADS.

TRUNK RAIL

Of Canada.

Alteration of Trains.

WINTER ARRANGEMENT.

 On and after *Monday, Nov. 12, 1886*,
trains will run as follows:—

Train for South Paris and Lewiston, at 7.40 A. M.
Mail Train for Waterville, Bangor, Gardnerville, &c.

PORTLAND, Montreal and Quebec at 1, 10 P. M.
This train connects with Express train for Toronto, Detroit and Chicago. Sleeping cars attached from Island Pond to Quebec and Montreal.
Train for South Paris at 5.00 P. M.
No baggage can be received or checked after the time above stated.
Trains will arrive as follows:—
From So. Paris, Lewistown and Auburn, at 8.10 A. M.
From Montreal, Quebec, etc., at 8.45 P. M.

—

The Company are not responsible for baggage to any amount exceeding \$50 in value (and that personally attached to the person) to be paid for at the rate of one passenger for every \$500 additional value.

H. BAILEY, JR., BRIDGES, Managing Director.
H. BAILEY, JR., Local Superintendent. dtf
Portland, Nov. 2, 1866.

PORTLAND & ROCHESTER R.R.

WINTER ARRANGEMENTS

ARRANGEMENT.
On and after Monday, Dec. 17, 1895,
the following trains will run:
Passenger trains leave Saco River for Portland at
5.30 and 8.00 A. M., and 3.40 P. M. Leave Portland
for Saco River 7.15 A. M., and 5.45 P. M.
Freight trains with passenger cars will
leave Saco River for Portland, 6.50 A. M. Leave
Portland for Saco River, 12.15 P. M.
Express trains leave Saco River for Westbrook,
Standish, Steep Falls, Baldwin, Denmark, Goshen,
Bridgton, Lovell, Hiram, Brownfield, Fryeburg,
Conway, Bartlett, Jackson, Limington, Cornish, Port-
er, Freeport, and Saco, Monday, Tuesday, Thursday
and Saturday, leaving Saco River at 8.00 A. M.,
South Limington, Limington, Limerick, Newfield,
Farrington and Osgood
at Standish, for Saco, Monday, Wednesday, Friday
and North Windham, daily.
By order of the President.
Portland, Dec. 14, 1895.—dtf

SPECIAL NOTICE.

OWING to the breaking of a Driver on the Engine "Westbrook," the regular freight train on the Portland and Rochester R. R. will be discontinued for a few days.

dc20utr

PORTLAND & KENNEBEC R. R.

WINTER ARRANGEMENT.
Commencing Monday, Nov. 12th, 1890.

Passenger Trains leave Portland daily at 6 A. M., for Bath, Bangor, Brunswick, Lewiston, Kennebunk, Kennebec Falls, Skowhegan, and intermediate stations. Arrive Portland at 7 P. M. Leave Portland for Lewiston and Farmington, at 8 A. M.; for Brunswick, Kennebec Falls, Skowhegan, and intermediate stations. *Trains stop here by request.*

Leave Portland for Bath, Lewiston, Augusta and Kennebec Falls, at 7:40 A. M. Arrive Portland from Kennebec Falls, Brunswick, and Intermediate Stations, Saturday only, at 7:40 P. M. Mixed Train for Skowhegan and Intermediate Stations, daily, except Saturday, at 6:30 P. M.

Freight Train, with passenger car attached, will leave Portland for Skowhegan and Intermediate Stations every morning at 7 o'clock.

Freight Train for Lewiston and Farmington are due at Portland at 9:20 A. M., and from Skowhegan and Farmington and all intermediate stations at 2:00 P. M. Stages for Rockland connect at Bath; and for Belvidere, Augusta, Bangor, and Calais at Portland. Daily stages to Boston, leaving at 7:30 A. M., and for Salem, Andover, Haverhill, Lowell, Newburyport, Lynn, Boston, and Portland, leaving at 7:30 A. M., and for Chelsea, Essex and South Yarmouth at 8:30 A. M. Stage to Kennebec Falls, Skowhegan, and for China, Essex and South Yarmouth at 8:30 A. M. Stage to Kennebec Falls, Skowhegan, and for Canada at Hatch's Ferry.

W. W. FERRY, Superintendent,
Augusta, Oct. 27, 1890. nov12/91

MAINE CENTRAL R. R.

WINTER ARRANGEMENT.

On and after Monday, November 18th, trains will leave Portland at 6:40 A. M., for Bangor and all intermediate station on this line, at 6:40 A. M. Leave Portland for Waterville, all intermediate stations, leave Portland at 8:20 A. M. Leave Portland for Bangor, Waterville, and all intermediate stations, in season to connect with trains for Boston. From Lewiston and Auburn only, at 9:10 A. M.

Nov. 1, 1890 monday

PORTLAND


SACO & PORTSMOUTH R. R.
WINTER ARRANGEMENT,
Commencing Monday, Nov. 12th, 1890.
 Passenger Trains leave Portland for Biddeford at 8.30 A. M., and at 2 P. M. Leave Portland for Portland at 7.30 A. M., and at 2 P. M.
 A NICHOLAS & S. LARSEN'S Train will leave Biddeford daily, Sundays excepted at 11 A. M. for Saco at 6.00, arriving in Portland at 6.40.
 Returning will leave Portland for Saco and Biddeford at intermediate stations at 5.30 P. M.
 A special freight train, with passenger car attached, will leave Portland for Biddeford at 1.30 P. M. Biddeford, and returning, leave Biddeford at 3.30 P. M.
FRANCIS CHASE, Supt.
 Portland, Oct. 29, 1890.


To Travelers!
 Through Tickets from Portland
 To **North York West & South**
 VIA THE
New York Central.

**Errie & Lake Shore,
And Pennsylvania Central
Railroads.**

**For Sale at the Lowest rates at the West-
ern Railway Ticket Office, -LANCASTER
HALL BUILDING, MARKET SQUARE.**

W. D. LITTLE & CO.,
General Ticket Agents.

 Passage Tickets for California, via steamer
from New York on the 1st, 11th, and 21st of each
month for sale at this office, as heretofore. dec24-w

STEAMERS.

Montreal Ocean Steamship Co.

 **CARRYING THE CANADIAN AND UNITED STATES M.A.S.**

Passengers Shipped to Londonderry and Liverpool. Return Tickets granted at Reduced Rates.

The Steamship *New Britain*, Captain Wylie, will sail from this port for Liverpool, SATURDAY, 16th of January, 1887, immediately after the arrival of the *Wendell*, from Liverpool, and will return to this port by the *Hiester* on the 12th of January.

Passage to Liverpool and Liverpool, (according to accommodation)

Single, \$70 to \$80
Double, 80 00

Payable in Gold or its equivalent.

Apply to the Agents, Messrs. H. & A. ALLAN, No. 9 India St.

Portland, Nov. 28, 1886. Tue. 29 India St.

FARE REDUCED TO BOSTON

Summer Arrangement!

Until further notice the Steamers of the Portland Steam Packet Co. will leave for Portland or Boston, Leave Atlantic Water for Boston every evening (except Sunday) as follows:

Cabin fare, the same as at P. M. S. To Chicago. Leave Boston the same day at P. M. S. Cabin fare, \$1.50

Reduced rate for passengers. Reduced rate for baggage tickets to be had of the Agents at reduced rates.

Freight taken as usual.
May 22nd, 1895.—drr

L. BILLINGS, Agent.

International Steamship Co.
Eastport, Chisna and St. John.

WINTER ARRANGEMENT.

ONE TRIP PER WEEK.

On and after Monday, December 17th, the steamer **NINE BIRCHES**, WICK, Capt. E. B. WISCHES, will leave Hull Road Wharf, East of St. John, every MONDAY, at 6 o'clock P. M. for Eastport, and RETURNING, will leave St. John every THURSDAY, at 6 o'clock P. M. for Eastport. At Eastport Stage Coaches will connect for Maine and New Brunswick.

At St. John the E. & N. A. Railway will connect for Srinville.

Freight received on dates of sailing until 4 o'clock P. M. the day previous to sailing.

C. C. HATTON,
Agent.—drr

PORTLAND AND NEW YORK

SEMI-WEEKLY LINE.

The splendid and fast Steamship **DELTA**, Capt. E. SHAW, will leave for **Worcester, and FRANCONIA**, Cape Cod, on **WEDNESDAY, MAY 12th**, at 10 o'clock P. M. For further notices, see the following:

Leave New York, every WEDNESDAY and SATURDAY, at 4 P. M. For **Worcester, Cape Cod, and FRANCONIA**, on **WEDNESDAY and SATURDAY**, at 10 o'clock P. M.

For those who wish to go up with fine accommodations for passengers, making this the most desirable route for travellers between New York and Maine, the State of Maine, and the City of Portland, the **Good's** intermediate route is the best.

Good's intermediate route is the best. For **Portland, Bangor, Bath, Augusta, Eastport and St. John's**, on **WEDNESDAY and SATURDAY**, at 10 o'clock P. M.

Shippers are requested to send their freight to the ship on the day that they leave Portland.

For further passage apply to
J. E. MELBY & CO., Brown's Wharf, Portland.
May 10, 1894. att

NOTES.

UNITED STATES HOTEL,
PORTLAND, MAINE.

The subscriber, recently Proprietor of the **COMMERCE HOTEL**, Boston, which was sold in the great fire, begs to announce to his old patrons and the public that he has purchased the **UNITED STATES HOTEL**, Portland, Maine, and has taken possession of the same.

will offer for the accommodation of the public general
ally, and at a low rate.

Thankful to his old customers for past patronage,
he would like to have them return to him.

TERMS FAVORABLE

aug29-68
N. J. DAVIS

MILLS HOUSE,
CHARLESTON,.....SO. CAROLINA.
THE proprietor has the pleasure to inform the
traveling public that he has opened up a new equip-
ment for the reception of guests, having made extensive ad-
ditions to his restaurant, and also offering the accommo-
dation of rooms, it is now in capital order, and every exertion will
be made to render it acceptable to his patrons.

JOSEPH FREEL,
noteddim

Notice.
A grand clearing the ruins of original capitalists can
now be had at a good place to deposit their rubbish at
Franklin Wharf.
S. HOUTENS,
pygill-10
Wharfedges.